

SOUND TRANSIT

MOTION NO. M98-81

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority to approve award of contracts for station design for the Commuter Rail Service between Tacoma and Seattle. The contract amounts are as follows:

Table A

STATION	FINAL DESIGN CONTRACT VALUE	FINAL DESIGN CONTRACT CONTINGENCY
Auburn	\$466,390	\$46,639
Kent	\$212,688	\$21,269
Sumner	\$247,320	\$24,732
Tukwila	\$561,584	\$56,158
Puyallup	\$355,950	\$35,595

Motion:

It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that contracts will be awarded in accordance with Table A for final design of commuter rail stations between Tacoma and Seattle.

Approved by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof on the 5 day of November, 1998.

ATTEST:

Marcia Walker
Marcia Walker
Board Administrator

Greg Nickels
Greg Nickels
Finance Committee Chair

SOUND TRANSIT

MOTION NO. M98-81

Tacoma to Seattle Commuter Rail Stations - Final Design Contract Award BACKGROUND AND COMMENTS

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	11/5/98	Discussion/Possible Action	Paul Price Val Batey John Hubbard	206-689-4760 206-684-1591 253-581-8137

ACTION:

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority (Sound Transit) to approve award of contracts for the Seattle to Tacoma commuter rail station final design. The values of these awards are below:

STATION	A/E CONSULTANT	PE CONTRACT VALUE	FINAL DESIGN CONTRACT VALUE	FINAL DESIGN CONTRACT CONTINGENCY	PROPOSED TOTAL DESIGN CONTRACT VALUE	APPROVED BUDGET FOR STATION DESIGN
			PROPOSED ACTION	PROPOSED ACTION		
Auburn	Anil Verma & Associates	\$138,789	\$466,390	\$46,639	\$651,818	\$657,000
Kent	MBT Architecture	\$158,680	\$212,688	\$21,269	\$392,637	\$395,000
Sumner	Meritt Pardini	\$120,200	\$247,320	\$24,732	\$392,252	\$395,000
Tukwila	MBT Architecture	\$167,018	\$561,584	\$56,158	\$784,760	\$791,000
Puyallup	Meritt Pardini	\$129,500	\$355,950	\$35,595	\$521,045	\$525,000

BACKGROUND:

In June 1998, a Finding of No Significant Impact (FONSI) was issued by the Federal Transit Administration (FTA) on the Tacoma to Seattle Final Environmental Assessment and adopted by Sound Transit pursuant to the State Environmental Policy Act thereby enabling preliminary engineering to proceed on the stations for that segment of the commuter rail project.

On October 9, 1997 a Request for Qualifications (RFQ) was issued to select a pool of qualified firms. From the solicitation – firms were selected as most qualified pursuant to the RFQ criteria. On June 18, 1998 a Request for Proposals (RFP) was distributed to the qualified firms. The Technical Advisory Committees for each jurisdiction and Sound Transit interviewed the final candidates and selected firms for the preliminary engineering contracts for each of the stations. Preliminary engineering began in late August and early September 1998. Preliminary engineering submittals for the stations listed above will be received by October 30, 1998. Final design is scheduled to be completed by end of February 1999 followed by the construction bid and procurement process in March 1999 and April 1999, with construction scheduled to begin in May 1999.

RELEVANT BOARD POLICIES AND PREVIOUS ACTIONS TAKEN:

- ◆ Sound Transit, 1998 Adopted Budget
- ◆ Station site locations approved in the 1996 Sound Move Implementation Plan

KEY FEATURES:

The proposed contract establishes a not to exceed fee for which the selected consultants will undertake all activities and tasks that could be reasonably anticipated in order to complete the final station design. Committee approval will provide staff the flexibility of negotiating a final contract, which could result in a lower overall cost than the maximum reflected in this motion. Contingencies would remain at 10% of the contract price.

With Finance Committee approval, staff will have authority to approve expenditures above the contract award through change orders or contract modifications, up to the maximum contingencies amount (10%). Expenditures above the contract award which individually or collectively exceed the 10% contingencies limit will be brought before the Finance Committee for additional approval.

FUNDING:

Please see above table for budget information.

CONSEQUENCES OF DELAY:

Station construction schedules will be impacted if final design is delayed.

LEGAL REVIEW:

The Background and Comments and Motion No. 98-81 have been reviewed and approved by the Legal Department.